

Appendix J5

2015 Public Consultation Activities Log

All Weather Access Road Community Meeting
May 11th 2015. Baker Lake 19:15- 20:40 - about 15 people attended
The presentation was made by Charlie Tautuajuk in both English and Inuktitut. The main topic of the event was the AWAR. Safety rules, procedures to access road, dust suppression, caribou migration, 2015 predicted road closure and the International Cyanide Management Code were discussed during the evening.
Questions/comments from attendees following the presentation:
<p>Q1. How long will it take to complete the closure plans for cyanide and to clean up after mining operations have ceased? How many people will be involved during the closure?</p> <p>AEM Response: Closure will take numerous years to complete with various amounts of people to do so. Monitoring of the site after closure will go on for years, but it will likely only take a small amount of people to complete this.</p>
<p>Q2. Will the effect of cleaning up flow down from the mine and affect Baker lake?</p> <p>AEM Response: No, all tailings are inside the tailings impoundment. Regular garbage will go into the mine's landfill, and all hazardous materials will be shipped south on the barge for disposal.</p>
<p>Q3. When is the next meeting for the road extension at Amaruq?</p> <p>AEM Response: I am unsure when this will take place. Right now we are moving forward as two separate projects, so there is a different group of people working on Amaruq. My main focus is on Meadowbank. This AWAR presentation is annual for Meadowbank, and the Amaruq will be separate.</p>
<p>Q4. Why does it take so long to close the road during the migration? Why is there so little monitoring?</p> <p>AEM Response: AEM will commit to closing the road quicker at the first sign of the migration. This will mean longer road closures during the migration. There is actually quite a bit of monitoring that does take place during the migration; however, when the migration is on you will not see anyone from the mine as we will come as far south as the northern part of the herd and then stop so we don't disrupt the migration. From the south the road crew will monitor the southern portion of the herd.</p>
<p>Q5. Where does the cyanide go? Is it added to the road for dust? After it rains where does the cyanide on the road go?</p> <p>AEM Response: Sorry if I miss led you to believe it goes on the road. Cyanide is strictly used inside the mill at Meadowbank. It is</p>

also destructed as much as possible by the S02 process and then sent to the tailings pond at Meadowbank. It will never be spread on the road to stop dust.

Comment. We would like to know more about the cyanide process and cyanide code.

AEM Response: AEM is currently in the process of designing a pamphlet about the cyanide process and will have it completed in Inuktitut and English and make it available for people at the Baker Lake office.

Meeting with Chesterfield Inlet Hamlet

February 19th 2015. Chesterfield Inlet

Attending from AEM: Graeme Dargo, Pujjuut Kusugak.

Attending from community: Deputy Mayor, Councillors, Senior Administrative Officer, HTO, community AEM/Hamlet coordinator

Graeme introduced Pujjuut and explained his new role as a manager and his responsibility as AEM's lead in future communications and affairs with the Hamlet.

Graeme provided a brief verbal overview of AEM's projects in Nunavut.

Concerns from attendees

Concern 1. The Hamlet raised concerns about the impacts of AEM's shipping of fuel and goods to Meadowbank having an effect on marine mammals. The Hamlet states that marine mammals used to be closer to the community and that shipping is driving marine mammals away from traditional feeding and harvesting areas. Local hunters now have to travel many miles to harvest marine mammals. There was also concern that barges travelling between Chesterfield Inlet and Baker Lake are scaring away caribou.

Measure taken: AEM, the Hamlet and, HTO are currently discussing ways to work together at addressing this issue.

Concern 2. The Hamlet is concerned about accidents involving hazardous goods during barge season. They asked many questions on the types of hazardous goods that we ship, what measures are in place to ensure safe shipping, what is the contingency to deal with spills and accidents, how will the community be informed and involved in the case of such accidents.

<p>AEM Response: AEM has committed to provide the Hamlet with the following information:</p> <ul style="list-style-type: none"> • A presentation to the Hamlet about our shipping season (schedule, volumes, types of goods, etc) • Information on the measures that AEM takes to ensure safe shipping of Hazardous goods • Information on contingency plans in the event of hazardous goods spills • Information on the communications and involvement of the Hamlet in the case of spills and accidents. <p>This was completed September 8 2015.</p>
<p>Concern 3. The Hamlet perceives that the community has been passed over as jobs and training are going to other communities. Pujjuut provided a verbal presentation (in Inuktitut) about the plans of AEM to host a “meet and greet” and Work Readiness program. AEM asked for the support of the Hamlet to promote and inform on the Work Readiness program and to provide support and direction to Randy, the AEM\Hamlet coordinator.</p>
<p>Concern 4. The Mayor and most of his council have never seen an operating mine.</p> <p>AEM Response: A site visit will be organized.</p>

<p>AEM/ HTO Meeting</p>
<p>April 7th 2015. 19:30 – 20:45. Baker Lake HTO Building – Iglu Hotel - 9 people attended (7 HTO, 2 GN-DOE)</p>
<p>The presentation was made by Charlie Tautuajuk (Senior Coordinator for Community Affairs) and Jamie Kataluk (AEM Environment) in Inuktitut. The main topic of the event was the Amaruq Exploration Access Road. Meeting started with a presentation along with questions from the board members as the presentation progressed and when the presentation was completed there was more questions regarding the Amaruq project 50 km north of Meadowbank.</p>
<p>Concerns from attendees following the presentation:</p>
<p>Concern 1. Snowmobile crossings and signs along the AWAR – the material to construct the Snowmobile crossings are too large for both snowmobiles and ATV’s when trying to cross over the road. Member suggested that crushed material be placed on the snowmobile crossings</p>

<p>and on ATV crossings to tundra. All members agreed and have it requested. Charlie stated that this was done on the road to Meliadine from Rankin as it was requested by the community and that it works well for snowmobiles and ATV's.</p> <p>Signs for the snowmobile crossings are too small, requested bigger signs be posted.</p> <p>Measure taken: Meadowbank will address this issue.</p>
<p>Concern 2. Access road to Amaruq – much of the land was used as hunting grounds and camping, please keep the land clean as much as possible, respond to any damages or spills as quickly as possible</p>
<p>Concern 3. Caribou herds – when the herds are passing, members have noticed that there is traffic on the road which could alter the route they are using. When there is too much traffic it becomes a nuisance for the caribou and causes them to move faster thus making it harder for hunters to get close to them when hunting them. Members requested that there is more coverage from AEM to monitor the herds when they are passing thru and stop all traffic until they have completely passed.</p>
<p>Is there going to be only 1 snowmobile crossing along the road to Amaruq as there is more than 1 spot to cross when on the trail going to Gjoa Haven.</p> <p>Can tours be given to HTO members or the community – new member was curious.</p> <p>Are there going to be more consultations regarding the Amaruq project?</p> <p>Are there going to be more meetings with elders for Traditional Knowledge for the Amaruq project</p>
<p>While putting away stuff from the presentation, Russell and Rob were attending the meeting to report to HTO of the wolf being dispatched here in Meadowbank on the 6th of March. Russell asked if I could explain in detail to the members so I explained it to them.</p>

<p>Chesterfield Inlet Meeting Session</p>
<p>September 8th. Chesterfield Inlet.</p>
<p>Jeffrey Pratt (Environmental Coordinator) and Pujjuut Kusugak (Senior Coordinator Community Affairs) discussed with Chesterfield Inlet residents about shipping of hazardous material and procedure to Baker Lake. The presentation also included the following topics marine animal monitoring and regulations for shipping hazardous material.</p>

Comments/concerns: The mayor of Chesterfield Inlet discussed the below with AEM representatives:

- The community would like emergency response kits to be available in case of sea spills. Sea currents are extremely strong in the area.
- World Wildlife Fund met with Chesterfield Inlet council to discuss emergency kits.
- Kivalliq Wildlife Board concerned about marine mammals and population and disturbance to area due to traffic.
- Community has presented need for emergency response training.
- Community is building trail/road to Josephine River. Hoping for AEM support (funds or support with equipment/gravel).

NIRB Community Session - Vault Expansion and Meadowbank Annual Monitoring

September 9th. Baker Lake. Afternoon - 10 community representatives attended. Evening – 10 residents attended

The following concerns were brought up at this meeting held by Ryan VanEngen:

Meadowbank Monitoring

- dust along the road and dust suppression; NIRB explained our annual report results but said that AEM and NIRB were in a disagreement of condition 74 (as AEM believes applying suppression only applies to the mine site – as it is in the mine site section of the PC)
- request was made to repair and improve the current snowmobile ramps from Phillipa (of the HTO). NIRB requested a comment from AEM. AEM committed to repair and do a better job of maintaining the snowmobile ramps along the MBK road to ensure hunters can use them and safely cross the road.

Vault Expansion into Phaser Lake (Phaser Pit and BB Phaser Pit) Proposal

- No concerns were brought up.

On September 8th Amaruq Archaeology site visit and consultation with Elders and HTO was organized. The following concerns about Meadowbank were discussed:

- Concern about dust along road, from elders and HTO; questions about the commitment to use dust suppressant.
- Caribou monitoring and response – there was concern from Thomas Elytook that we did not respond quick enough last November and did not stop traffic along the road quick enough when the 40,000 caribou crossed the road.
- Request for snowmobile ramp maintenance along the road.

Baker Lake Community Session – Environmental Monitoring on the road

October 28th 2015. Baker Lake - 120 people attended

The meeting was hosted by Ryan VanEngen (Environmental Superintendent – Nunavut Permitting and Regulatory Affairs) and Bertin Paradis (General Manager - Meadowbank) in both English and Inuktitut. The presentation was designed to discuss about environmental monitoring programs that are conducted on the AWAR. Wildlife monitoring and dust monitoring programs were discussed more in details during the presentation. AEM also shared the results of its dustfall studies with the attendees.

The main concerns shared included explanation of mining and benefits in Baker Lake; questions about scale of operations, what it actually means and mostly about the main topic of dust along the road. The concerns were consistent with what AEM heard during NIRB sessions in September.

Kivalliq Wildlife Board – Caribou Protection

October 29th 2015. Rankin Inlet

The presentation was delivered by Ryan VanEngen (Environmental Superintendent – Nunavut Permitting and Regulatory Affairs). Attendees at the event included representatives from the Kivalliq HTOs, NTI, GN DOE, KIA and their consultants. The theme of the presentation was on AEM working with the GN biologists and using collaring data to implement a “mobile caribou monitoring and mitigative approach” to monitoring caribou. Was also presented at the event was AEM agreement with KIA for protection of Caribou at Meliadine. Participants were informed that a similar approach is used at Meadowbank.

Among a few questions, Richard Aksanee – BL HTO representative – asked about the dust on the road. Information from presentation delivered in Baker Lake on October 28th was used as a response.